

Updated Thoroughfare Plan Recommendations (Purpose and Need)

The process of developing, testing and evaluating alternate plans involved a number of considerations as discussed in the previous chapter. The alternatives that best met the current and expected future traffic demands were then studied further and became a part of the updated thoroughfare plan. Aerial photography, topographic mapping, field reconnaissance and discussion with local staff, officials and interested local citizens provided additional basis for identifying and evaluating alternate alignments. The following describes the plan in terms of its functional parts.

Bypass Facility

1. US 321 - US 321 is a major facility used by local and through traffic. It and NC 155 are the primary north-south routes. It will facilitate travel between Lincolnton, Gastonia and Charlotte. Volumes from 36,000 VPD to 46,000 VPD are expected by the Future Year 2020. Congestion is already occurring on the existing facility. With these high volumes it is recommended this facility be widened to six lanes with a 46 foot median (Cross-Section L, Appendix D).
2. Old US 321 (NC 155) - Volumes from 10,000 VPD to 18,000 VPD are expected by Design Year 2020. It will carry local commercial traffic and other local travel from the southeast. With these high volumes it is recommended that this facility be widened to five lanes (Cross-Section C, Appendix D) to offer relief. There is a good deal of commercial development existing (and more expected) along this facility. A turn lane is needed due to the large amount of turns occurring.
3. NC 150 - NC 150 carries significant volumes. It is a major route that runs southwest-northeast. It serves both local and through traffic. It is a significant east-west route for the entire region and is the most direct route from Lincolnton to I-77. There are no alternative routes for much of the traffic using this facility. Congestion will only continue to worsen without widening. Volumes from 17,000 VPD to 23,000 VPD are expected by the design year. With these high volumes it is recommended this facility be widened to four lanes with a 46 foot median (Cross-Section A, Appendix D) from NC 27 East to the eastern planning area boundary and from Cherryville Highway to Laboratory Road (SR 1238). Ample building line setbacks should be required if industrial plants decide to locate in the area.
4. NC 150 Relocation - This new facility is recommended to be a four-lane facility (Cross-Section A, Appendix D) in the southern portion of the planning area. It will serve as part of a loop system for the entire region and will give better access to the area around Lake Norman. This road should have an interchange with the Northeast Loop, thus providing a continuous flow around the planning area. Volumes are expected to be 22,000 VPD by design year. It will offer some relief to existing NC 150. This relocation will also provide an essential east-west facility to give relief to NC 27.
5. NC 27 - NC 27 is the major east-west facility that goes through the Lincolnton Planning area. It connects Lincolnton to Mount Holly and also serves local traffic through town. While the NC 150 relocation, the Northwest/Northeast Loops and Sigmon Road